



# A. S. WATSON & CO., LIMITED

## PORT

Per Doz. Per Bot.

B. OLD VINTAGE, Superior	
Quality, Red Capsule	...\$16.00 \$1.40
C. FINE OLD VINTAGE, Superior, Quality, Black	
Seal Capsule	... 20.00 1.70
D. VERY FINE OLD VINTAGE, Extra Superior (Old Bottled), Violet	
Capsule	... 27.00 2.25

NOTE.—Port, after removal, should be rested for a month before use.

Wine required for IMMEDIATE use should be ordered to be decanted before being sent out.

These Wines are specially suited for Invalids and general use, and are too well known to need further comment.

# A. S. WATSON & CO. LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## BIRTHS.

On the 25th December, 1903, at Shanghai, the wife of CHAN M. JUNG, C.E., of a son.

On the 26th December, 1903, at 5, Boundary Terrace, Shanghai, the wife of THOMAS D. BROS., British and Foreign Bible Society, of a daughter.

On the 27th December, 1903, at No. 4, Ward Road, Shanghai, the wife of E. JESSEN, of a daughter.

On the 28th December, 1903, at the Union Church, Shanghai, by the Rev. C. E. J. ARWANT, M.A., JORAN ALBERT OLSEN, to HELEN WINTERHAGEN, only daughter of Captain CHAS. HANSEN, of Shanghai.

## MARRIAGE.

On the 28th December, 1903, at the Union Church, Shanghai, by the Rev. C. E. J. ARWANT, M.A., JORAN ALBERT OLSEN, to HELEN WINTERHAGEN, only daughter of Captain CHAS. HANSEN, of Shanghai.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 5th JANUARY, 1904

In his paper read before the Royal Geographical Society in London on the 23rd November last, Lieutenant-Colonel C. C. MANIFOLD, dealing with the subject of "Recent Exploration and Economic Development in Central and Western China," dwelt especially on the potentialities of the Upper Yangtze Valley and the province of Szechuen. He pointed out that at present foreign commerce in Szechuen is represented by a single resident British merchant, two French, and several Japanese merchants, and there are two Chinese agencies of British firms. The province contains all the elements for a great manufacturing development. It possesses vast mineral wealth; silk, wool, and hemp offer opportunities for the development of textile industries; paper might be manufactured, and oil and sugar produced, while there is an abundance of cheap skilled and industrious labour. The rich Upper Yangtze regions, he continued, above all others in China afford the greatest opportunity for the development of British commerce, but it is only by studying the problems of communication and distribution that this extensive field can be opened up to British trade. Our London evening contemporary the *Globe*, which always takes a keen interest in Chinese affairs, commenting on Colonel MANIFOLD's remarks, insists that "there has never been a time in our history when 'access to fresh markets was more imperatively necessary. In these days, when the tariff wall is rising higher and higher 'round us, and one European nation after another closes its doors to our exports, we must go farther and further afield if we are not to be starved to death while doctors debate as to the symptoms and cure of the disease. . . . If the natural and

also the artificial barriers to trade on the Upper Yangtze could be removed, a demand for British manufactured goods would give an impetus which would be felt through all the arteries and veins of our industrial fabric. But to bring about anything like an adequate expansion of our trade, or to give a fair chance for China to develop her resources, Colonel MANIFOLD is convinced that water transit is inadequate. The process of transhipment necessitated by the rapid above Yangtze and elsewhere is a serious hindrance to trade; and it is becoming more and more important as the volume of trade increases that a line of communication should be found giving greater security, and a more regular and easy means of transit than is obtainable by water."

If only the British Government were as designing and far-seeing as it is credited with being in some of the rival nations of Europe, the matter would be easy. According to Russian papers, for instance, Britain is already planning to secure the sovereignty of Tibet and by building a railway through that country to reach the headwaters of the Yangtze. The *Bourse Gazette*, a prominent Russian journal, says that what the British mean to do is to carry out their plan of a railway from India to the Pacific through the richest central provinces of China, a plan laid aside for the time being in 1899, owing to the Boxer rebellion, and now to be resuscitated. This railway will kill the Russian Railway in the Northern Province, and will nullify the railway constructed by the French from Tonkin for the same purpose of tapping the vast resources of the rich valley of the Yangtze. Moreover the *Bourse Gazette* says that not only will the British railway kill the Manchurian line commercially, but it will nullify the strategic importance of the Russian undertaking. "India," adds the Moscow paper, "is not only the basis of British trade in Asia, it is also the centre of Great Britain's military power. At the present moment the existing network of railways allows 'the British to throw in something like 'seventy hours an enormous army from Delhi and Lucknow into Assam. With 'the completion of a line through the Yangtze Valley, England will be able to throw troops to any part of China in about 'another twenty-four hours.' All this sounds very plausible to anyone who only sees the British Government through the glasses of the foreign newspaper writer. But, alas! in China we only know too well how mistaken it is to credit the home authorities with foresight in Far Eastern affairs. The best hope in the present situation is that Lord Curzon is at the head of the Indian Government, and he is a practical statesman. But the question of an Indo-Tibetan railway to the Upper Yangtze is one before which the boldest statesman must pause. We do not even know to what extent a line through Tibet would be practicable. If it be so, there is no doubt that it would offer Britain a means of regaining her lost influence in China. If we cannot obtain some line running into Central China, there is no hope, now that other nations have secured for themselves all the best concessions, of our keeping even a fair share of the trade of the future in this part of the world. We must tap China from the South-west. Whether this is to be done through Yunnan or through Tibet, it is essential that we penetrate into Szechuen and on to the Yangtze. The penalty of non-success will be ultimate commercial extinction. Every traveller who has visited Szechuen and its neighbourhood testifies to the vast opening for European trade. Other Powers are not going to wait for Britain to do the opening. It is a race, if a slow and difficult one. Private enterprise will not undertake the task—if it is not equal to the Kowloon-Canton railway, it is not likely to tackle the Yunnan line—and unless the Government steps in, no progress is possible. The question, however, is a national one, of the highest importance, and those in authority who neglect it will be dealing an irreparable blow to their country."

The English Mail of the 5th December was delivered in London on the 2nd inst.

Lord Curzon completed his tour and returned to Calcutta on the 5th ult.

The first match in the Association Shield tournament will probably be played on Saturday next, H.M.S.S. *Glory* and *Invincible* meeting.

The *Marina Caballeros* has been honoured by the bandmaster of the 7th U.S. Infantry, who has composed a march, and entitled the same "The Manila Caballeros March."

Capt. the Hon. C. M. B. Ponsbury, M.V.O., 3rd Grenadier Guards, Aide-de-Camp to H. E. Sir Henry Blake, and second son of Viscount Duncannon, arrived at Colombo on the 17th inst. by the French mail steamer *Polynesien*. With his arrival, Sir John Keane ceased to act as A.D.C., and assumed duties as Private Secretary, a post he held here.

Another suicide is reported from Manila. This time it is Corporal Gregg, Pangasinan, P.I., who shot himself with his rifle, for reasons unknown.

A gang of fifteen bandits, captured in Albay, P.I., have been taken to Manila, where they are all to be hanged as soon as arrangements can be made.

Wireless telegraphy, according to the *Electrical World and Engineer*, is to be used in the suppression of the smuggling of opium into the Chinese quarters of the United States.

The Hon. Treasurer of the Alice Memorial and Netherese Hospitals begs to acknowledge, with thanks, the following donation to the funds of the Hospitals:—Misses Guild \$80.

Sir Patrick Manson was to give an address at the London School of Tropical Medicine, Royal Albert Hall, London, on the 7th December, on the importance of the health of Europeans in the tropics.

To-morrow, Wednesday, the 6th January, being the Feast of the Epiphany, there will be a Choral Celebration of the Holy Communion in St. John's Cathedral at 8 a.m. Matins and Litany will be said at 11 a.m., Evening at 6.30 p.m.

The visitors to the City Hall Library and Museum for the week ending 3rd January, 1904, (excluding New Year's Day) were 167 non-Chinese and 50 Chinese to the former, and 60 non-Chinese and 1,771 Chinese to the latter institution.

The little elephant, which was the pet of the children when with Chatter's circus in Hongkong, caused much consternation on his debarkation in Manila, by starting off for a run by himself down Binondo, tumbling many natives and Chinese into the canal on his career.

In to-morrow's issue of the *Daily Press* there will be published the first instalment of a new serial story by Guy Boothby, entitled *The Woman on the Desert*. Mr. Boothby's name is too well known to require any recommendation to our readers. The story will appear twice a week in our columns, on Wednesdays and Saturdays.

Sir Albert Rolitt, M.P., when President of the Law Society, was asked to act for the Ministry of Justice in appointing two solicitors as probationary legal advisers to the Siam Government. He selected Mr. H. R. Lister, of Hampstead, and Mr. G. Stuart Seaton, of Llandaff, who are on their way to Bangkok to take up their duties.

According to the *P. and T. Times*, Chang Yen-mao's fault is selling the Kaiping Mines to the present company without obtaining permission from the Viceroy of Chili, though there was no Viceroy at the time to appeal to. At present he is only suspended, and has been given two months in which to recover the mines for the Chinese.

A new book on the conflict of the various national interests in the Far East, by the Hon. Albert J. Beveridge, United States Senator from Indiana, is announced. The work is entitled *The Russian Advance*, although the parallel progress of Germany is also reviewed. Senator Beveridge has made an extended tour through China, Japan, Siberia, and European Russia.

H.M. the King has granted Mr. Robert Braden, Deputy Inspector-General of the Imperial Chinese Customs, his Royal licence to accept and wear the insignia of the Second Class of the Imperial Japanese Order of the Sacred Treasure, conferred upon him by the Emperor of Japan in recognition of valuable services rendered.

The *Bourse Gazette* (Moscow) announces that the recently-formed Management of Mercantile Shipping and Ports has been engaged in drawing up a project whereby merchant vessels may be used as transports in case of war. The project as drawn up is said to be highly favourable to shipowners, while at the same time it will prevent the Russian Ministry of War from being charged the exorbitant rates which it had to pay for transporting troops to the Far East during the Chinese disorders.

The Tokyo correspondent of the *N.-C. Daily News* telegraphed on the 28th ult.—"It is not whether there shall be peace or war that now constitutes the question, but the Government is considering how to meet the worst. Marquis Ito, Marquis Yamagata, Count Matsukata, and other Privy Counsellors are this forenoon examining the Ministers, and finally settling measures necessary to defray the extraordinary military expenses, and the cost of the completion of the Seoul-Fusan railway before the end of 1904. The Elder Statesmen and the Cabinet are firmly united in the determination to make a bold stand."

The French Socialist organ, the *Petite République*, to which M. Jaurès is one of the principal contributors, the Paris correspondent of the *Times* says, publishes some interesting particulars of the Socialist movement in Japan. The writer says that their Japanese comrades are continuing, in the midst of the greatest difficulties, their Socialist propaganda and the work of organising the proletariat of the "Empire of the rising sun." The Japanese Government, alarmed at the progress of "our ideas," is extending the prosecution of the principal offenders. Thus, Citizen Sen Katsuyama was prosecuted before the Criminal Court of Tokyo for several articles printed in the weekly organ of the party, called the *Socialist*, and managed by himself. That journal was confiscated by the police as being "contrary to peace and public order."

A Mr. H. C. Pearson gives the *Times* of Ceylon some notes on Mr. Alleyne Ireland, in connection with the latter's attack on the Hongkong Civil Service. Mr. Ireland was simply a man, said Mr. Pearson, who tried to make as much as he could get by writing up sensations. He had as his so-called manager an American named Dr. Thorpe, of Boston. This Dr. Thorpe came to Mr. Pearson one day and informed him that Mr. Ireland had obtained a concession of 20,000 acres of land in British North Borneo, which he wished to exploit, if he could secure the necessary capital, for its gutta-percha. Mr. Pearson declined to have anything to do with the speculation, and suggested that Mr. Ireland might obtain what he wanted in England, where the people knew something about it. Mr. Pearson thought it "a great shame" that such a man should turn on his hosts as he did. He would be shamed wherever he went, particularly in America.

The *N.-C. Daily News* correspondent, under date Kobe, 24th December, telegraphs:—"The *Tsichu Maru* and *Fukuka Maru*, belonging to the Osaka Shosen Kaisha, and the *Chigo Maru*, *Asama Maru*, *Ariake Maru*, and *Mandana Maru*, belonging to other owners, have been chartered to convey coal and supplies. There is unusual activity at the arsenal and naval centres, also at Kumamoto, the headquarters of the Sixth Division of the army. There is to be an extraordinary meeting of the Cabinet to-morrow." The same paper's Tokyo correspondent on the 27th ult. said:—"An extraordinary meeting of the Privy Council is to be held on Monday forenoon (28th), to be attended by all the Ministers. An Imperial edict will be given to-morrow (28th) to the Privy Counsellors and Ministers. The significance of this must be apparent. In the afternoon the Ministers will discuss certain urgent measures."

The list of prize-winners in the competition organised by the *Times* in the spring of last year, in connection with the completion of the tenth edition of the *Encyclopædia Britannica*, has been published. No fewer than 11,089 persons entered for the competition, and 5,646 of these persevered to the end and sent in answers to all the three question-papers. The *Times* had offered £1,000 to the purchaser who could pass the best examination in its *Encyclopædia Britannica*, as well as other prizes for the less expert, ranging from £25 to £10. An Army tutor came out at the top in such a competition. More than 10 per cent. of the winners were clergymen or ministers. The process of compiling answers, says the *Times*, "has been productive alike of pleasure and profit," for, apart from the prize-winning, "the work of ranging through the *Encyclopædia* in search of knowledge has been its own reward." So finishes the apothecary of superficial knowledge.

## CORRESPONDENCE.

### H.K.C.C. v. THE NAVY.

TO THE EDITOR OF THE "DAILY PRESS."

HONGKONG, 4th JANUARY.  
SIR,—With reference to the cricket match last week, I should be much obliged if you would insert these few lines to correct the account in your youthful contemporary's issue of to-day. Because there were a number of ships in harbour, it does not follow that the Navy XI. was representative. It may have been difficult to choose an XI. from a great number of cricketers; but, however many were available, I should be prepared to back an XI. chosen from the *Algerine*, *Blenheim*, *Cressy*, *Biscaya*, and *Roverio* against the one chosen from the ships present last Saturday. Elliott is the best Naval bowler and Moore the best bat, and Garde, Toulmin, Swan, Hawkins, Mahon, Silver, and Gurner form the nucleus of a very strong side. I fully recognise the strength of the Hongkong side, but I contend that the Navy were far from 'up to their full strength.'—I am, yours, etc.,  
AN OLD CRICKETER.

### JAPANESE AND RUSSIAN NAVAL EXPANSION.

The Japan correspondent of the *N.-C. Daily News* writes:—"Russia's naval expansion is now nearly completed, and the greater majority of these ships built according to the programme are now afloat in the Pacific. The remainder are to be finished by the end of 1905. The vessels thus awaiting completion are:—

Battleships	8	111,300 tons.
Armoured Cruiser	1	8,000 "
Cruisers	6	29,400 "
Gunboat	1	1,316 "
Destroyers	11	3,300 "
Torpedo-boats	8	" "
Submarines	3	" "
The above does not include those belonging to the programme set out for 1903 and after.		
On the other hand, the following nine Japanese warships, now being built, equipped or designed, will be gradually completed after 1903:—		
Battleship	No. 1	18,000 tons.
"	" 2	16,000 "
"	" 3	16,000 "
Armoured Cruiser	1	11,000 "
Cruisers	2	11,000 "
"	" 3	11,000 "
Cruiser <i>Otowa</i>	No. 1	3,048 "
Cruiser	" 2	5,000 "
"	" 3	5,000 "
Total . . . 94,948 tons.		

## LOST.

A small pearl, diamond and red enamel pendant, between the Cathedral and St. John's Place, on the 3rd inst. Will finder kindly return same to Mrs. Hawkins, C/o. Hongkong and Shanghai Bank.

## TELEGRAMS.

### REUTERS SERVICE.

#### JAPAN AND RUSSIA.

LONDON, 1st January.

The views of the Japanese Legation yesterday were distinctly more gloomy upon unofficial advices from Paris indicating that Russia's reply was not favourable.

The Russian steamer *Kazna*, with upwards of 1,000 picked men and artillery stores, has passed the Suez Canal en route to the Far East; this makes 4,000 picked troops which have been similarly despatched in the last month.

It is estimated at Cardiff that Russia has ordered 25,000 tons of coal since October.

#### LATER.

The absence of news from Japan is increasing the pessimistic view of the situation. The London papers suggest that despatches are being purposely delayed. Underwriters are demanding an additional premium to cover war risks on vessels proceeding to the East of Singapore.

The five Russian destroyers which were recently docked at Malta have left that place hurriedly without completing repairs.

#### THE NEW JAPANESE CRUISERS.

LONDON, 1st January.

The two Argentine cruisers recently purchased by Japan have been renamed the *Nyssa* and *Karuga*.

#### THE HILL COMPANY.

Last night the Hill Company of World's Entertainers attracted a good house to the Theatre Royal. To-night they give their farewell performance. A special programme has been arranged for the occasion, and the Company should have a bumper house and a hearty send-off.

#### FOOTBALL.

This afternoon, on the Happy Valley, the Hongkong Football Club will play a Naval Team. Kick-off at half-past four.

The following will play for the Club:—F. H. Kew, goal; A. N. Other and V. F. Accott, backs; H. C. Gray, J. W. C. Bonnar, and J. D. Daintly, halves; W. H. Williams, H. A. Brent, R. Hancock, C. K. S. Cooper, and J. Richardson, forwards.

#### THE POLICE CHRISTMAS-TREE.

The police quarters at the Central station were on fete yesterday afternoon, the occasion being a Christmas-tree party to the children of the members of the Hongkong Police force. The party was inaugurated by Captain Lyons, C.S.P., and Mr. Hallifax, the latter of whom had kindly given up his quarters for the evening. The arrangements were made by Chief Inspector Baker with an able corps of assistants, the purchasing of gifts and delicacies for the delectation of the children being in the very capable hands of Mrs. Baker and Mrs. Hanson. As a result of their kindly co-operation a Christmas-tree worthy of the best Yule-tide traditions, laden with all that most appeals to the heart of childhood, stood invitingly in the middle of the verandah. By four o'clock a large gathering of little ones had assembled, their eager, happy faces all betokening their keen anticipation of the result of "the harbing of the tree." Each little one present received a really handsome gift from the spreading branches, while some augmented theirs by winning prizes for races in the compound. That the efforts of all who had laboured for the success of this children's treat had turned out eminently successful was shown by the joyous shouts and delighted expression on the faces of the happy little throng, as games, races, and prize-receiving quickly followed each other. After partaking of dainty delicacies, and more substantial refreshments, the party broke up at about 7 p.m. after a most delightful evening, the children showing in their farewells their great appreciation of the kindness of their hosts and hostesses.

#### OUT WITH THE SHOT-GUN.

Every week our sporting friends seem to be more daring in their pursuit of birds. On Sunday they went all the way to Shaiheung, situated at the northernmost end of Taishan Bay. The weather was ideal; everything in fact, bespoke a pleasant outing. After the steamer had anchored some considerable distance off the shore, they made their way near to land in a large sampan, and from there to the beach in flat mud-skiffs, shoved by women. The country in the vicinity of Shaiheung village, or, as the Chinese would call it, Shaiheung City, was flat, with a range of hills in the background. The country appeared to be in very good condition. Poor sport was at first experienced, but, later, between four and five (afternoon), pigeons commenced to arrive from all directions; they were returning "home" to roost in the trees. To out a long story short, no less than 163 were knocked down. They were mostly of the rock (about twice as big as a dove), and red-wing (small, about the size of a thrush) species. Shaiheung will be visited again.

## SUPREME COURT.

Monday, 4th January.

### IN APPELLATE JURISDICTION.

REVEREND THEIR HONOURS SIR WILLIAM M. GORDMAN (CHIEF JUSTICE), AND A. G. WISE (PUISE JUDGE).

#### LAND COURT APPEAL CASES.

A case was called in which the Attorney-General, as representing the Crown, appealed against a decision of the Land Court in allowing Ho Lap Pan's claim to 125 acres of foreshore near Lyeemooon. The Attorney-General, Hon. Sir Henry S. Berkeley, and Mr. E. H. Sharp, K.C., barrister-at-law, appeared for the Crown (instructed by Mr. F. B. L. Bawby, Crown Solicitor).

Before the opening of the case, The Attorney-General said—I have great pleasure in wishing your Lordships a happy New Year.

The Chief Justice—The Court is prepared to sit, and wish the Bar the same.

Mr. Sharp, K.C., said this appeal was from a judgment pronounced by the Land Court in December, 1901, allowing the respondent's claim to the absolute ownership of a large tract of foreshore alleged by him to have been acquired under a grant from the Chinese Government 10 years before—in 1891. As their Lordships would recall, the Kowloon extension agreement under which we acquired the New Territory provided among other things that there should be no expropriation of the inhabitants. Pursuant to that provision the Land Court was established to enquire into the rights of the inhabitants at the date of the session, and Section 15 of the Land Court Ordinance provided that all land in the New Territory shall be the property of the Crown. Therefore, as between the Crown and the respondent Ho Lap Pan, the Crown was clearly entitled to all rights in this land which Ho Lap Pan did not establish were entitled to himself.

The Chief Justice—The Crown practically steps into the shoes of the Chinese Government. The only modifications are those created by the statute.

Mr. Sharp said that was so. The question before the Land Court was, what were Ho Lap Pan's rights at the date of the session. The history of this case was, On 27th November, 1891, the San On magistrate granted to the claimant certain rights for a vague tract of foreshore at Matakook. The Crown said these rights amounted to a mere fishing licence. No area was specified in the grant or in any of the documents bearing the same date. A yearly rent of \$5 was to be paid for this fishing licence, and appeared to have been paid up to the date of the session. In November, 1901, Ho Lap Pan, on the strength of the licence, claimed the absolute ownership of 600 odd mow, over 125 acres, extending along more than two miles of foreshore in the neighbourhood of Lyeemooon, and this claim was allowed by the Land Court. Subsequently to the allowance of the claim by the Land Court the Government decided under Section 14 of the Land Court Ordinance not to grant a title and referred the matter for compensation. The Crown had not been represented at the hearing by the Land Court, and now for the first time came into the case. The Attorney-General on examining the evidence upon which the Land Court had proceeded concluded that it did not in his opinion justify the judgment. The Crown at that time had no right to appeal, but in August of 1903 an amending Ordinance was passed giving that right, and the Attorney-General obtained leave to appeal and filed affidavits for the Crown, the respondent to file any evidence he thought fit in reply. In order to ascertain what the respondent's rights with regard to this area were, at the date of the session of the New Territory, it was necessary to enquire into the Chinese law, which bore upon the case, and that, he thought, their Lordships would find very fully set out in the affidavits.

The Chief Justice—(that I understand about this case so far is this, that owing to the representations made to the Land Court, the Land Court, instead of deciding that he had a fishing licence for which he paid \$5 a year (which was a very fair and reasonable estimate of what rights he had) allowed his claim that the whole foreshore belongs to him as if it was a freehold. He made out he got the absolute property of 125 acres at \$5 a year, that being the whole of the foreshore, shutting off all access to the country.

Mr. Sharp—Yes; it is a distance of between two and three miles.

The Puisse Judge—He produced a document which they said was old; is not that the case? Mr. Sharp said such document was produced, but a very material point in the evidence was that the letter was forged. It appeared from the affidavits that all the land originally belonged to the *Buero*. All the land in China might be considered as divided under two heads—(1) cultivated land or land built upon, and (2) Government waste. It seemed that it was only cultivated land or land built upon that absolute ownership in the subject could exist. It must be entered on the tax register and it paid land-tax to the Government, and was the absolute property in perpetuity of the holder. Government waste land consisted mainly of foreshores, sandbanks, seabeds, and land of that character. Such land could not be owned absolutely by a subject. Licences under which rent, not land-tax (therefore these were not registered in the land register), was paid were issued in respect of Government waste land. These licences were of two classes—those to reclaim and licences to obtain some specific profit from the land. The second licence conferred no right to reclaim. Licences to reclaim obliged the licensee to erect a sea-wall within three years and to





**HONGKONG  
BUS DIRECTORY.**

**COACHING**  
"DAILY OFFICE."  
Thorough China driving. European  
tutors. Equal to Home Work.

**FURNITUREHOUSEMEN**

**ACHEE** Dished 1859.  
Furnish, Silver-plated, China  
Glass, etc.

**ELLERS**

**MAISONNY MANOS**  
Diamond and Watchmakers, 40  
Water, Queen's Road. Also  
Jewelry, Paris and London.

**TAPPIER**

**M. MUM** ARTIST.  
Portrait in Engravings and  
Albums and relief Photos.  
Vandam, 10, 8A, Queen's  
Road.

**REPAIRS**

**F. BLACD**  
Navy Bootmakers, Provision  
and Her. Sole Agents for  
His Genuine Com-  
bat Brand.

**BISMARCK**

Navy Bootmakers, Chancellors,  
Patched Merchants, Sail-  
makers. Water supplied to  
in labour.

**KWONG & C.**

Shanghai Saws, Provisioners,  
Coal and Iron, Engineers,  
Tools and Merchants,  
1, 1A, 2A, 3A, 4A, 5A, 6A, 7A, 8A, 9A, 10A, 11A, 12A, 13A, 14A, 15A, 16A, 17A, 18A, 19A, 20A, 21A, 22A, 23A, 24A, 25A, 26A, 27A, 28A, 29A, 30A, 31A, 32A, 33A, 34A, 35A, 36A, 37A, 38A, 39A, 40A, 41A, 42A, 43A, 44A, 45A, 46A, 47A, 48A, 49A, 50A, 51A, 52A, 53A, 54A, 55A, 56A, 57A, 58A, 59A, 60A, 61A, 62A, 63A, 64A, 65A, 66A, 67A, 68A, 69A, 70A, 71A, 72A, 73A, 74A, 75A, 76A, 77A, 78A, 79A, 80A, 81A, 82A, 83A, 84A, 85A, 86A, 87A, 88A, 89A, 90A, 91A, 92A, 93A, 94A, 95A, 96A, 97A, 98A, 99A, 100A, 101A, 102A, 103A, 104A, 105A, 106A, 107A, 108A, 109A, 110A, 111A, 112A, 113A, 114A, 115A, 116A, 117A, 118A, 119A, 120A, 121A, 122A, 123A, 124A, 125A, 126A, 127A, 128A, 129A, 130A, 131A, 132A, 133A, 134A, 135A, 136A, 137A, 138A, 139A, 140A, 141A, 142A, 143A, 144A, 145A, 146A, 147A, 148A, 149A, 150A, 151A, 152A, 153A, 154A, 155A, 156A, 157A, 158A, 159A, 160A, 161A, 162A, 163A, 164A, 165A, 166A, 167A, 168A, 169A, 170A, 171A, 172A, 173A, 174A, 175A, 176A, 177A, 178A, 179A, 180A, 181A, 182A, 183A, 184A, 185A, 186A, 187A, 188A, 189A, 190A, 191A, 192A, 193A, 194A, 195A, 196A, 197A, 198A, 199A, 200A, 201A, 202A, 203A, 204A, 205A, 206A, 207A, 208A, 209A, 210A, 211A, 212A, 213A, 214A, 215A, 216A, 217A, 218A, 219A, 220A, 221A, 222A, 223A, 224A, 225A, 226A, 227A, 228A, 229A, 230A, 231A, 232A, 233A, 234A, 235A, 236A, 237A, 238A, 239A, 240A, 241A, 242A, 243A, 244A, 245A, 246A, 247A, 248A, 249A, 250A, 251A, 252A, 253A, 254A, 255A, 256A, 257A, 258A, 259A, 260A, 261A, 262A, 263A, 264A, 265A, 266A, 267A, 268A, 269A, 270A, 271A, 272A, 273A, 274A, 275A, 276A, 277A, 278A, 279A, 280A, 281A, 282A, 283A, 284A, 285A, 286A, 287A, 288A, 289A, 290A, 291A, 292A, 293A, 294A, 295A, 296A, 297A, 298A, 299A, 300A, 301A, 302A, 303A, 304A, 305A, 306A, 307A, 308A, 309A, 310A, 311A, 312A, 313A, 314A, 315A, 316A, 317A, 318A, 319A, 320A, 321A, 322A, 323A, 324A, 325A, 326A, 327A, 328A, 329A, 330A, 331A, 332A, 333A, 334A, 335A, 336A, 337A, 338A, 339A, 340A, 341A, 342A, 343A, 344A, 345A, 346A, 347A, 348A, 349A, 350A, 351A, 352A, 353A, 354A, 355A, 356A, 357A, 358A, 359A, 360A, 361A, 362A, 363A, 364A, 365A, 366A, 367A, 368A, 369A, 370A, 371A, 372A, 373A, 374A, 375A, 376A, 377A, 378A, 379A, 380A, 381A, 382A, 383A, 384A, 385A, 386A, 387A, 388A, 389A, 390A, 391A, 392A, 393A, 394A, 395A, 396A, 397A, 398A, 399A, 400A, 401A, 402A, 403A, 404A, 405A, 406A, 407A, 408A, 409A, 410A, 411A, 412A, 413A, 414A, 415A, 416A, 417A, 418A, 419A, 420A, 421A, 422A, 423A, 424A, 425A, 426A, 427A, 428A, 429A, 430A, 431A, 432A, 433A, 434A, 435A, 436A, 437A, 438A, 439A, 440A, 441A, 442A, 443A, 444A, 445A, 446A, 447A, 448A, 449A, 450A, 451A, 452A, 453A, 454A, 455A, 456A, 457A, 458A, 459A, 460A, 461A, 462A, 463A, 464A, 465A, 466A, 467A, 468A, 469A, 470A, 471A, 472A, 473A, 474A, 475A, 476A, 477A, 478A, 479A, 480A, 481A, 482A, 483A, 484A, 485A, 486A, 487A, 488A, 489A, 490A, 491A, 492A, 493A, 494A, 495A, 496A, 497A, 498A, 499A, 500A, 501A, 502A, 503A, 504A, 505A, 506A, 507A, 508A, 509A, 510A, 511A, 512A, 513A, 514A, 515A, 516A, 517A, 518A, 519A, 520A, 521A, 522A, 523A, 524A, 525A, 526A, 527A, 528A, 529A, 530A, 531A, 532A, 533A, 534A, 535A, 536A, 537A, 538A, 539A, 540A, 541A, 542A, 543A, 544A, 545A, 546A, 547A, 548A, 549A, 550A, 551A, 552A, 553A, 554A, 555A, 556A, 557A, 558A, 559A, 560A, 561A, 562A, 563A, 564A, 565A, 566A, 567A, 568A, 569A, 570A, 571A, 572A, 573A, 574A, 575A, 576A, 577A, 578A, 579A, 580A, 581A, 582A, 583A, 584A, 585A, 586A, 587A, 588A, 589A, 590A, 591A, 592A, 593A, 594A, 595A, 596A, 597A, 598A, 599A, 600A, 601A, 602A, 603A, 604A, 605A, 606A, 607A, 608A, 609A, 610A, 611A, 612A, 613A, 614A, 615A, 616A, 617A, 618A, 619A, 620A, 621A, 622A, 623A, 624A, 625A, 626A, 627A, 628A, 629A, 630A, 631A, 632A, 633A, 634A, 635A, 636A, 637A, 638A, 639A, 640A, 641A, 642A, 643A, 644A, 645A, 646A, 647A, 648A, 649A, 650A, 651A, 652A, 653A, 654A, 655A, 656A, 657A, 658A, 659A, 660A, 661A, 662A, 663A, 664A, 665A, 666A, 667A, 668A, 669A, 670A, 671A, 672A, 673A, 674A, 675A, 676A, 677A, 678A, 679A, 680A, 681A, 682A, 683A, 684A, 685A, 686A, 687A, 688A, 689A, 690A, 691A, 692A, 693A, 694A, 695A, 696A, 697A, 698A, 699A, 700A, 701A, 702A, 703A, 704A, 705A, 706A, 707A, 708A, 709A, 710A, 711A, 712A, 713A, 714A, 715A, 716A, 717A, 718A, 719A, 720A, 721A, 722A, 723A, 724A, 725A, 726A, 727A, 728A, 729A, 730A, 731A, 732A, 733A, 734A, 735A, 736A, 737A, 738A, 739A, 740A, 741A, 742A, 743A, 744A, 745A, 746A, 747A, 748A, 749A, 750A, 751A, 752A, 753A, 754A, 755A, 756A, 757A, 758A, 759A, 760A, 761A, 762A, 763A, 764A, 765A, 766A, 767A, 768A, 769A, 770A, 771A, 772A, 773A, 774A, 775A, 776A, 777A, 778A, 779A, 780A, 781A, 782A, 783A, 784A, 785A, 786A, 787A, 788A, 789A, 790A, 791A, 792A, 793A, 794A, 795A, 796A, 797A, 798A, 799A, 800A, 801A, 802A, 803A, 804A, 805A, 806A, 807A, 808A, 809A, 810A, 811A, 812A, 813A, 814A, 815A, 816A, 817A, 818A, 819A, 820A, 821A, 822A, 823A, 824A, 825A, 826A, 827A, 828A, 829A, 830A, 831A, 832A, 833A, 834A, 835A, 836A, 837A, 838A, 839A, 840A, 841A, 842A, 843A, 844A, 845A, 846A, 847A, 848A, 849A, 850A, 851A, 852A, 853A, 854A, 855A, 856A, 857A, 858A, 859A, 860A, 861A, 862A, 863A, 864A, 865A, 866A, 867A, 868A, 869A, 870A, 871A, 872A, 873A, 874A, 875A, 876A, 877A, 878A, 879A, 880A, 881A, 882A, 883A, 884A, 885A, 886A, 887A, 888A, 889A, 890A, 891A, 892A, 893A, 894A, 895A, 896A, 897A, 898A, 899A, 900A, 901A, 902A, 903A, 904A, 905A, 906A, 907A, 908A, 909A, 910A, 911A, 912A, 913A, 914A, 915A, 916A, 917A, 918A, 919A, 920A, 921A, 922A, 923A, 924A, 925A, 926A, 927A, 928A, 929A, 930A, 931A, 932A, 933A, 934A, 935A, 936A, 937A, 938A, 939A, 940A, 941A, 942A, 943A, 944A, 945A, 946A, 947A, 948A, 949A, 950A, 951A, 952A, 953A, 954A, 955A, 956A, 957A, 958A, 959A, 960A, 961A, 962A, 963A, 964A, 965A, 966A, 967A, 968A, 969A, 970A, 971A, 972A, 973A, 974A, 975A, 976A, 977A, 978A, 979A, 980A, 981A, 982A, 983A, 984A, 985A, 986A, 987A, 988A, 989A, 990A, 991A, 992A, 993A, 994A, 995A, 996A, 997A, 998A, 999A, 1000A, 1001A, 1002A, 1003A, 1004A, 1005A, 1006A, 1007A, 1008A, 1009A, 1010A, 1011A, 1012A, 1013A, 1014A, 1015A, 1016A, 1017A, 1018A, 1019A, 1020A, 1021A, 1022A, 1023A, 1024A, 1025A, 1026A, 1027A, 1028A, 1029A, 1030A, 1031A, 1032A, 1033A, 1034A, 1035A, 1036A, 1037A, 1038A, 1039A, 1040A, 1041A, 1042A, 1043A, 1044A, 1045A, 1046A, 1047A, 1048A, 1049A, 1050A, 1051A, 1052A, 1053A, 1054A, 1055A, 1056A, 1057A, 1058A, 1059A, 1060A, 1061A, 1062A, 1063A, 1064A, 1065A, 1066A, 1067A, 1068A, 1069A, 1070A, 1071A, 1072A, 1073A, 1074A, 1075A, 1076A, 1077A, 1078A, 1079A, 1080A, 1081A, 1082A, 1083A, 1084A, 1085A, 1086A, 1087A, 1088A, 1089A, 1090A, 1091A, 1092A, 1093A, 1094A, 1095A, 1096A, 1097A, 1098A, 1099A, 1100A, 1101A, 1102A, 1103A, 1104A, 1105A, 1106A, 1107A, 1108A, 1109A, 1110A, 1111A, 1112A, 1113A, 1114A, 1115A, 1116A, 1117A, 1118A, 1119A, 1120A, 1121A, 1122A, 1123A, 1124A, 1125A, 1126A, 1127A, 1128A, 1129A, 1130A, 1131A, 1132A, 1133A, 1134A, 1135A, 1136A, 1137A, 1138A, 1139A, 1140A, 1141A, 1142A, 1143A, 1144A, 1145A, 1146A, 1147A, 1148A, 1149A, 1150A, 1151A, 1152A, 1153A, 1154A, 1155A, 1156A, 1157A, 1158A, 1159A, 1160A, 1161A, 1162A, 1163A, 1164A, 1165A, 1166A, 1167A, 1168A, 1169A, 1170A, 1171A, 1172A, 1173A, 1174A, 1175A, 1176A, 1177A, 1178A, 1179A, 1180A, 1181A, 1182A, 1183A, 1184A, 1185A, 1186A, 1187A, 1188A, 1189A, 1190A, 1191A, 1192A, 1193A, 1194A, 1195A, 1196A, 1197A, 1198A, 1199A, 1200A, 1201A, 1202A, 1203A, 1204A, 1205A, 1206A, 1207A, 1208A, 1209A, 1210A, 1211A, 1212A, 1213A, 1214A, 1215A, 1216A, 1217A, 1218A, 1219A, 1220A, 1221A, 1222A, 1223A, 1224A, 1225A, 1226A, 1227A, 1228A, 1229A, 1230A, 1231A, 1232A, 1233A, 1234A, 1235A, 1236A, 1237A, 1238A, 1239A, 1240A, 1241A, 1242A, 1243A, 1244A, 1245A, 1246A, 1247A, 1248A, 1249A, 1250A, 1251A, 1252A, 1253A, 1254A, 1255A, 1256A, 1257A, 1258A, 1259A, 1260A, 1261A, 1262A, 1263A, 1264A, 1265A, 1266A, 1267A, 1268A, 1269A, 1270A, 1271A, 1272A, 1273A, 1274A, 1275A, 1276A, 1277A, 1278A, 1279A, 1280A, 1281A, 1282A, 1283A, 1284A, 1285A, 1286A, 1287A, 1288A, 1289A, 1290A, 1291A, 1292A, 1293A, 1294A, 1295A, 1296A, 1297A, 1298A, 1299A, 1300A, 1301A, 1302A, 1303A, 1304A, 1305A, 1306A, 1307A, 1308A, 1309A, 1310A, 1311A, 1312A, 1313A, 1314A, 1315A, 1316A, 1317A, 1318A, 1319A, 1320A, 1321A, 1322A, 1323A, 1324A, 1325A, 1326A, 1327A, 1328A, 1329A, 1330A, 1331A, 1332A, 1333A, 1334A, 1335A, 1336A, 1337A, 1338A, 1339A, 1340A, 1341A, 1342A, 1343A, 1344A, 1345A, 1346A, 1347A, 1348A, 1349A, 1350A, 1351A, 1352A, 1353A, 1354A, 1355A, 1356A, 1357A, 1358A, 1359A, 1360A, 1361A, 1362A, 1363A, 1364A, 1365A, 1366A, 1367A, 1368A, 1369A, 1370A, 1371A, 1372A, 1373A, 1374A, 1375A, 1376A, 1377A, 1378A, 1379A, 1380A, 1381A, 1382A, 1383A, 1384A, 1385A, 1386A, 1387A, 1388A, 1389A, 1390A, 1391A, 1392A, 1393A, 1394A, 1395A, 1396A, 1397A, 1398A, 1399A, 1400A, 1401A, 1402A, 1403A, 1404A, 1405A, 1406A, 1407A, 1408A, 1409A, 1410A, 1411A, 1412A, 1413A, 1414A, 1415A, 1416A, 1417A, 1418A, 1419A, 1420A, 1421A, 1422A, 1423A, 1424A, 1425A, 1426A, 1427A, 1428A, 1429A, 1430A, 1431A, 1432A, 1433A, 1434A, 1435A, 1436A, 1437A, 1438A, 1439A, 1440A, 1441A, 1442A, 1443A, 1444A, 1445A, 1446A, 1447A, 1448A, 1449A, 1450A, 1451A, 1452A, 1453A, 1454A, 1455A, 1456A, 1457A, 1458A, 1459A, 1460A, 1461A, 1462A, 1463A, 1464A, 1465A, 1466A, 1467A, 1468A, 1469A, 1470A, 1471A, 1472A, 1473A, 1474A, 1475A, 1476A, 1477A, 1478A, 1479A, 1480A, 1481A, 1482A, 1483A, 1484A, 1485A, 1486A, 1487A, 1488A, 1489A, 1490A, 1491A, 1492A, 1493A, 1494A, 1495A, 1496A, 1497A, 1498A, 1499A, 1500A, 1501A, 1502A, 1503A, 1504A, 1505A, 1506A, 1507A, 1508A, 1509A, 1510A, 1511A, 1512A, 1513A, 1514A, 1515A, 1516A, 1517A, 1518A, 1519A, 1520A, 1521A, 1522A, 1523A, 1524A, 1525A, 1526A, 1527A, 1528A, 1529A, 1530A, 1531A, 1532A, 1533A, 1534A, 1535A, 1536A, 1537A, 1538A, 1539A, 1540A, 1541A, 1542A, 1543A, 1544A, 1545A, 1546A, 1547A, 1548A, 1549A, 1550A, 1551A, 1552A, 1553A, 1554A, 1555A, 1556A, 1557A, 1558A, 1559A, 1560A, 1561A, 1562A, 1563A, 1564A, 1565A, 1566A, 1567A, 1568A, 1569A, 1570A, 1571A, 1572A, 1573A, 1574A, 1575A, 1576A, 1577A, 1578A, 1579A, 1580A, 1581A, 1582A, 1583A, 1584A, 1585A, 1586A, 1587A, 1588A, 1589A, 1590A, 1591A, 1592A, 1593A, 1594A, 1595A, 1596A, 1597A, 1598A, 1599A, 1600A, 1601A, 1602A, 1603A, 1604A, 1605A, 1606A, 1607A, 1608A, 1609A, 1610A, 1611A, 1612A, 1613A, 1614A, 1615A, 1616A, 1617A, 1618A, 1619A, 1620A, 1621A, 1622A, 1623A, 1624A, 1625A, 1626A, 1627A, 1628A, 1629A, 1630A, 1631A, 1632A, 1633A, 1634A, 1635A, 1636A, 1637A, 1638A, 1639A, 1640A, 1641A, 1642A, 1643A, 1644A, 1645A, 1646A, 1647A, 1648A, 1649A, 1650A, 1651A, 1652A, 1653A, 1654A, 1655A, 1656A, 1657A, 1658A, 1659A, 1660A, 1661A, 1662A, 1663A, 1664A, 1665A, 1666A, 1667A, 1668A, 1669A, 1670A, 1671A, 1672A, 1673A, 1674A, 1675A, 1676A, 1677A, 1678A, 1679A, 1680A, 1681A, 1682A, 1683A, 1684A, 1685A, 1686A, 1687A, 1688A, 1689A, 1690A, 1691A, 1692A, 1693A, 1694A, 1695A, 1696A, 1697A, 1698A, 1699A, 1700A, 1701A, 1702A, 1703A, 1704A, 1705A, 1706A, 1707A, 1708A, 1709A, 1710A, 1711A, 1712A, 1713A, 1714A, 1715A, 1716A, 1717A, 1718A, 1719A, 1720A, 1721A, 1722A, 1723A, 1724A, 1725A, 1726A, 1727A, 1728A, 1729A, 1730A, 1731A, 1732A, 1733A, 1734A, 1735A, 1736A, 1737A, 1738A, 1739A, 1740A, 1741A, 1742A, 1743A, 1744A, 1745A, 1746A, 1747A, 1748A, 1749A, 1750A, 1751A, 1752A, 1753A, 1754A, 1755A, 1756A, 1757A, 1758A, 1759A, 1760A, 1761A, 1762A, 1763A, 1764A, 1765A, 1766A, 1767A, 1768A, 1769A, 1770A, 1771A, 1772A, 1773A, 1774A, 1775A, 1776A, 1777A, 1778A, 1779A, 1780A, 1781A, 1782A, 1783A, 1784A, 1785A, 1786A, 1787A, 1788A, 1789A, 1790A, 1791A, 1792A, 1793A, 1794A, 1795A, 1796A, 1797A, 1798A, 1799A, 1800A, 1801A, 18



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FOURWEEKLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,  
AND HAWAIIAN PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.
GLASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
GLASGOW and LIVERPOOL	"PINGSUET"	On 22nd January.
GLASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.

## OUTWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLE, LONDON and ANTWERP	"DARDANUS"	On 9th January.
MARSEILLE, LONDON and ANTWERP	"YANGTSE"	On 19th January.
LIVERPOOL with TRANS- SHIPMENT SINGAPORE	"YANGTSE"	On 19th January.
LONDON and ANTWERP	"NESTOR"	On 22nd February.
GENOA, MARSEILLE and LONDON	"KEEMUN"	On 15th February.
LONDON and ANTWERP	"KINTUCK"	On 16th February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.

## TRANS-PACIFIC SERVICE.

STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and SAN FRANCISCO COAST PORTS, VIA NAGASAKI, KOBÉ and YOKOHAMA	"PINGSUET" On 24th January.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [10-11]

# CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
KOBÉ	"TAIYUAN"	On 14th January.
SHANGHAI	"SHANGHAI"	On 14th January, 4 P.M.
MANILA	"SUNGKIANG"	On 6th January.
NINGPO and SHANGHAI	"SHAOHONG"	On 8th January.
MANILA	"TAIYUAN"	On 23rd January.

PORT DAWIN, THURSDAY  
ISLAND, COOKTOWN, CAIRNS,  
TOWNSVILLE, BRISBANE,  
SYDNEY and MELBOURNE  
The Company's steamers are fitted with the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified  
Surgeon is on board.  
Taking cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking cargo and passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND  
AUSTRALIAN PORTS (See Special Advertisement).  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [12]

# HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. ASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, GERMANY, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the  
LEVANT, BLACK SEA and HAITIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE
NUBIA	NEW YORK, VIA SUEZ	On 5th Jan. Freight.
SAVOIA	ROTTERDAM and HAMBURG	On 10th Jan. Freight & Passengers.
AMBRIA	(Calling at Singapore and Colombo)	On 15th Jan. Freight.
WURZBURG	HAVRE, BREMEN and HAMBURG	On 30th Jan. Freight & Passengers.
ALESIA	(Calling at Singapore and Penang)	On 6th Feb. Freight.
SIBIRIA	HAVRE and HAMBURG	On 23rd Feb. Freight.
BAMBERG	HAVRE and HAMBURG	On 8th Mar. Freight.

For Further particulars, apply to—  
**HAMBURG-AMERIKA LINIE**  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

# OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

STEAMERS	LEAVING
TAMU, YSWATOW	"DAIGI MARU" TUESDAY, 5th
TAMU, YSWATOW	"DAIGI MARU" TUESDAY, 12th
FOOCHOW, YSWATOW	"T. OGATA" SUNDAY, 10th
ANPING, YSWATOW	"ANPING MARU" FRIDAY, 15th
AND AM	"MAIDZURU MARU" January.

The Co's steamers are specially designed for the coast trade of South China and  
Formosa, and are fitted with all modern improvements. Excellent accommodation is provided  
for first class passengers, and a duly qualified doctor is carried.  
By the Co's steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze  
River Ports, and also for North China Ports, in connection with the Nippon Yusen Kaisha's  
steamers from Shanghai.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8, Des Vaux Road Central.  
Hongkong, 5th Jan., 1904. T. ARIMA, Manager [15]

# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO PORTLAND, OREGON  
SEA OF JAPAN, OIL, KOBÉ and YOKOHAMA FOR  
OPERATING IN CONNECTION WITH  
OREGON RAILROAD & NAVIGATION CO.

STEAMERS	TONS	CAPTAIN	TO SAIL ON
"INDRAVALLI"	4,899	R. P. Craven	January 25, 1904
"INDRAVALLI"	4,899	A. E. Hollingsworth	February 13, 1904
"INDRASAMBA"	6,197	W. E. Craven	March 15, 1904

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports for through rates of Freight and further information, communicate  
with or apply to  
**ALLAN CAMERON, GENERAL AGENT.**  
Hongkong, 29th Dec., 1903. [14]

# AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.  
THE Company's Steamship

"MARIA VALERIE" will leave for the above  
place on FRIDAY, the 8th January.  
For Freight or Passage, apply to  
**SANDER, WILDER & CO.,**  
Agents.

Hongkong, 31st December, 1903.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUETTES-POSTES FRANCAISES.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
CALCUTTA, BOMBAY, ADEN,  
DJIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX,  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th January, 1904,  
at 1 P.M., the Company's Steamship  
"ANNAM," Captain Girard, with Mail,  
Passengers, Specie and Cargo, will leave this  
Port for MARSEILLES via Ports of Call,  
WITHOUT TRANSITMENT.

This Steamer connects at COLOMBO with the  
Australasian line s.s. "Caledonia," bound for  
MARSEILLES via BOMBAY and ADEN.  
Cargo and Specie will be reloaded for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon  
only on Monday, the 11th January. Specie and  
Parcels received until 4 P.M. on the same day.  
No cargo will be received on board on Tuesday.  
Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.  
For further particulars, apply at the Com-  
pany's Office.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 1st January, 1904.  
EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and QUEEN-  
SLAND PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND, TASMANIA,  
&c.)

THE Steamship  
"AUSTRALIAN,"  
Captain McArthur, will be despatched for the  
above ports on WEDNESDAY, the 13th  
January at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the  
Electric Light.  
A stewardess and a duly qualified surgeon  
are carried.  
N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 26th December, 1903. [91]

# NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS OF  
LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION CO.'S fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORT every fortnight.  
For Freight and further particulars,  
apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th January, 1904. [8]

# HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain Samuel Bell Smith,  
DEPARTURES from Hongkong on week  
days, at 7.30 A.M.; on Excursion  
Sundays, at 8.30 A.M.; from Macao week days  
at about 2 P.M. and Sundays about 7.30 P.M.  
FARE (week days) 1st Class (including cabin  
and servant), \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
On Excursion Sundays 1st, 2nd, and 3rd Class  
Single Ticket \$2. Return Ticket \$3. Return  
Ticket including Dinner and Dinner either on  
board or at Macao Hotel \$5. On Sundays \$5  
extra will be charged for each Cabin which has  
accommodation for two or more Passengers.  
Wharf at the Western end of Wing Lok  
Street.

The Steamer runs an Excursion Trip Every  
Sunday, and takes only 3 1/2 hours to reach Macao.  
MING ON & CO.,  
2nd Floor, 16, Victoria Street.  
Hongkong 8th September, 1903. [8]

# NOTICES TO CONSIGNEES

STEAMSHIP "POLYNESIEN."  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.  
"Memphis" and "Charante," from Havre ex s.s.  
"Lorient," in connection with above Steamer, are  
hereby informed that their Goods, with the  
exception of Opium, Treasures, and Valuables,  
are being landed and stored at their risks into the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd. at Kowloon,  
whence delivery may be obtained immediately  
after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignee  
before Noon, To-day, the 30th inst., requesting  
it to be landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining undelivered after  
Wednesday, the 6th January, at Noon, will be  
subject to rent and landing charges.

All claims must be sent in to me on or before  
the 6th January, or they will not be recognised.  
All damaged packages will be examined on  
Wednesday, the 6th January, at 3 P.M.

No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 30th December, 1903. [2]

# FROM HAMBURG, EMDEN, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

"BADENIA,"  
Captain Rörden, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon,  
To-day, the 31st inst.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 5th January will be  
subject to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 5th January, at 3 P.M.

No Fire Insurance has been effected.  
**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.

Hongkong, 31st December, 1903. [3615]

# OCEAN STEAMSHIP COMPANY, LIMITED.

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

"TYDEUS,"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will lie at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 30th instant.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be  
left in the Godowns, where they will be  
examined on the 5th prox.

No Claims will be admitted after the Goods  
have left the steamer's Godown and all Goods  
remaining undelivered after the 5th prox. will  
be subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
12th prox., or they will not be recognised.  
No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 29th December, 1903. [10-11]

# THE P. & O. S. N. Co.'s Steamer

## "BENGAL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This Vessel brings on Cargo:—  
From London, &c., ex s.s. India.  
From Australia, &c., ex s.s. Britannia.  
From Calcutta, &c., ex s.s. Patnam.  
From Persian Gulf, &c., ex s.s. B. I. S. N.  
and B. & P. S. N. Co.'s steamers.

From Alleppey, &c., ex s.s. Minam.  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
5 P.M. To-day, the 2nd inst.

Goods not cleared by the 8th inst., at 4 P.M.,  
will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
dows for examination by the Consignee's and  
the Company's representative at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised.  
No Claims will be admitted after the Goods have  
left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 2nd January, 1904. [1]

# THE P. & O. S. N. Co.'s Steamer

## "PALERMO," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
1 P.M. To-day, the 31st inst.

Goods not cleared by the 8th prox., at 4 P.M.,  
will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
dows for examination by the Consignee's and  
the Company's representative at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised.  
No Claims will be admitted after the Goods have  
left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 31st December, 1903. [1]

# SAVARESSE'S SANDAL CAPSULES

Not made of Gelatine, most efficacious, because  
absolutely pure English Oil.

Full directions. All Chemists.  
Inval on Savarasse's.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, NOR  
THE OWNERS will be RESPONSIBLE  
for any DEBT contracted by the Officers or  
the Crew of the following Vessels during their  
stay in Hongkong Harbour:

BRILLIANT, British 4-m. bark, Geo. Cowlishaw.  
—Standard Oil Co.  
GLENDON, British ship, Morrison—Standard  
HEBERA WYMAN, Amr. barque, D. A. Vanhoon  
—Captain.

# HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcority, dispatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Comdr. O. De Brook, en route  
Shanghai.

Albion, battleship, 12,050 tons, 16 guns, Capt.  
Fremantle, Hongkong.

Algerine, ship, 1,050 tons, 6 guns, 1,100 h.p.,  
Comdr. Rowland Nugent, Singapore.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000  
h.p., Capt. Charles Windham, C.V.O.,  
Hongkong.

Bismarck, 1st class cruiser, 9,000 tons, 12 guns,  
21,411 h.p., Capt. F. G. Stopford, at  
Singapore.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut. Comdr. C. O. M. McKins, Hongkong.

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut. Comdr. Thos. D. Pratt, Hongkong.

Centurion, cruiser, 10,500 tons, Capt. Fegon, at  
Hongkong.

Cressy, cruiser, 12,000 tons, 14 guns, 21,000  
h.p., Capt. Henry M. T. Tudor, Weihaiwei.

Eclipse, cruiser, 5,500 tons, 11 guns, Captain  
Stokes, Hongkong.

Espiegle, gunboat, 1,070 tons, 10 guns, Comdr.  
Ernest G. Barton, Nanchang.

Fame, torpedo-boat destroyer, 360 tons, 6 guns,  
5,700 h.p., Lieut. Comdr. C. Asser, at  
Hongkong.

Feetless, cruiser, 443 tons, 12 guns, Capt.  
Vaughan Lewis, Hongkong.

Glory, battleship, 12,950 tons, 16 guns, 13,500  
h.p., Captain A. W. Carter, Hongkong.

Handy, torpedo-boat destroyer, 260 tons, 6 guns,  
4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns,  
4,000 h.p., in reserve.

Hummer, storeship, 1,640 tons, Comdr. John D.  
Daintree, Hongkong.

Janus, torpedo-boat destroyer, 230 tons, 6 guns,  
3,900 h.p., in reserve.

Kinsale, river gunboat, 331 tons, Lieut. Comdr.  
Christopher P. Metcalf, on Yangtze.

Leviathan, cruiser, 14,100 tons, Capt. Hous. W.  
G. Stopford, Hongkong.

Moorehead, river gunboat, 180 tons, 2 guns,  
Lieut. Comdr. G. G. Webster, West River.

Matino, sloop, 980 tons, 10 guns, Comdr. G.  
W. M. Plenderleath, Australia.

Ocean, battleship, 12,950 tons, 16 guns, 13,500  
h.p., Captain R. F. O. Foote, C.M.G.,  
Hongkong.

Otter, torpedo-boat destroyer, 350 tons, in  
reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,  
Comdr. W. H. Nicholson, Hongkong.

Ramirez, surveying-ship, 583 tons, Capt. Morris  
H. Smyth, Amoy.

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. St.  
Anby Wake, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut. Comdr. C. W. J. Howard,  
West River.

Rosario, sloop, 980 tons, 6 guns, 11,400 h.p.,  
Comdr. Thos. Jackson, Yangtze.

Sandpiper, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut. Comdr. L. W. Jones, Hongkong.

Sirius, 2nd class cruiser, 3,900 tons, Capt. C. H.  
H. Moore, Shanghai.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,  
Lieut. Comdr. Ernest W. G. Davidson, on  
Yangtze.

Sparrowhawk, torpedo-boat destroyer, 360 h.p.,  
Lieut. Comdr. Codrington, Hongkong.

Taku, torpedo-boat destroyer, 250 tons, 6 guns,  
5,000 h.p., in reserve.

Talbot, cruiser, 5,800 tons, 11 guns, 9,600 tons,  
(Capt. Lewis Bayley, Hongkong).

Tamar, receiving ship, 4,000 tons, 6 guns, Com-  
modore Robinson, A.D.C., at Hongkong.

Tesal, river gunboat, 180 tons, 2 guns, Lieut.  
Comdr. E. F. R. Dagmore, on Yangtze.

Thetis, cruiser, 3,400 tons, Capt. J. C. A.  
Wilkinson, Manila.

Tweed, gunboat, 362 tons, 3 guns, 240 h.p.,  
on Yangtze.

Vengeance, battleship, 12,950 tons, 12 guns,  
13,500 h.p., Capt. L. C. Stuart, C.M.G.,  
Hongkong.

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p.,  
Comdr. Stuart St. J. Farquhar, at Formosa.

Virago, torpedo-boat destroyer, 360 tons, Lieut.  
Comdr. J. A. Gregory, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 h.p.,  
Comdr. E. C. Hardy, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 6  
guns, 5,900 h.p., Lieut. Comdr. Walls,  
Hongkong.

Wivern, coast defence ship, armoured, 2,750 tons,  
1,000 h.p., in reserve, at Hongkong.

